

Questions from One-on-One Industry Meetings
25 Sep 01

1. How does ETDS differ from OSP-2 and are ETDS missions considered in the OSP-2?
- ETDS is an independent Army acquisition and it would be inappropriate for RSLP to talk to that proposed contract.
2. Are there any firm missions under any of the proposed vehicle configurations?
- No.
3. Do M-55 and 1st Stage PK motors have to be used in order to qualify as a vehicle under the developmental CLIN?
- Yes. Provides a clear delineation between this and other RSLP launch contracts (eg SRP-2).
4. Will a CPIF CLIN be considered for those flights that are initial developments of a set configuration when that configuration has not previously flown?
- No. These vehicles are considered by RSLP to be primarily integration and not developmental efforts.
5. Are the OSP-2 ballistic missions limited exclusively to strategic-class downrange distances?
- No.
6. What is the basis for the mission model provided in the draft document?
- A review of NMD, AFSPC, and potential space mission planning documents. This is a proposed ID/IQ effort where we only promise the guaranteed minimum. The mission model in the Industry Brief is for planning purposes only, the US Government does not promise the winning OSP-2 contractor(s) any of these missions.
7. What are the payload masses, maximum RV diameters, and launch site/entry-point assumptions for the missions shown in the mission model?
- Reference TRDs. As long as sample missions in the TRDs have been met, contractors have demonstrated the capability to meet the requirements.
8. What are the vehicle configuration assumptions for the mission shown in the mission model? (3 Stage MM II, 3 Stage PK?)
- There are no vehicle configuration assumptions in our model, the cartoons were used as visual markers of our BEQ. Contractors may propose any stack configuration they see fit to meet the sample mission requirements in the TRDs.
9. What is the availability of MM III stage (and GSE) assets? What is the deactivation plan?
- RSLP does not anticipate including these assets as GFP for this acquisition.
10. What is the availability of PK stage (and GSE) assets? What is the deactivation plan?
- PK stages 1-4 will be available as GFP upon deactivation. The RSLP deactivation plan is under development.
11. What is the deactivation and servicing plan for the PK 4th stage? To what degree is that GFP? Is there a possibility of the government de-tanking this stage?
- 4th stage boosters will be available as GFP minus the Missile Guidance and Control System. We also plan to keep a certain number of 4th stage wafers with out any of the internal components, but there are no plans to de-tank these stages.
12. Is there any consideration or need for air or sea-launched ballistic missions?

- Not in this acquisition. If there is a requirement for these missions at a future date, a new acquisition will be considered.

13. Are there any considerations or need for suborbital or orbital launches from Kodiak? If so, will new pad be built?
 - Both types of launches may be required from Kodiak. A launch from Kodiak will be considered under an enhancement CLIN. The government will handle treaty compliance issues and the building of new launch pads if required. Contractor will still be accountable for GSE.
14. A new above-ground launch pad is desirable for PK suborbital launches. Will SMC address the need to add the site to the START treaty issue?
 - Treaty compliance issues will be handled by RSLP.
15. What launch pads are being made available as GFP?
 - The government cannot at this time specify which launch pads will be used. Launches may be required from a Government range (Western or Eastern) or from one of several commercial spaceport locations such as Kodiak, AK, Cape Canaveral, FL, Vandenberg AFB, CA, and Wallops Island, VA.
16. Is launch site facilitation a CPIF CLIN?
 - No. We expect the system to be modular enough to be transportable between facilities.
17. To what extent is Air Force assembly, integration, and emplacement of MM and PK stages available as GFP, versus to be performed by the launch service provider?
 - The Air Force will integrate and stack the MM GFP. For target vehicles, the Air Force will put the missile into the silo. For a space vehicle, the contractor will assume the duties of placing the missile on the stool. Final integration tests for MM vehicles will be performed by the Air Force. For Peacekeeper vehicles, the Air Force will perform motor checkouts and deliver them to the launch facility. The contractor will then be responsible for the stacking and emplacement on the launch stool. The final integration check out on the stacked PK booster will most likely be performed by the Air Force. Issues concerning PK GFP are currently under consideration both at RSLP as well as Space Command. As we develop firmer plans, they will be made available to the potential contractors.
18. Will GFP OSP-1 assets list be made available?
 - Yes. A list will be posted in the Bidder's Library on the Det 12 WebPages. We do not certify that any of this will be available, a formal list will be issued at the time of RFP release.
19. What PK assets are available as GFP to aid in development risk mitigation (e.g., flight hardware available as engineering development units)?
 - All PK missile components except the shroud, shroud tractor motor, and Missile Guidance and Control System (MGCS) will be made available.
20. Is a system-level (front section) vibration test required (and to what levels)?
 - Yes. Reference TRDs.
21. What is the basis for the 6600 lbf payload weight for the PK 3-stage suborbital mission?
 - This number represents current mission models of Single RV, full up PK stacks that may support GMD missions.
22. Are the anticipated orbital launch missions to be exclusively servicing USG payloads?
 - Yes.
23. What is the basis for assuming that there are START issues with use of the PK 4th stage for axial thrust?
 - There are no issues concerning the 4th stage under the current START Treaty.

24. Will Air Force take care of the Space Ports?

- Yes.

25. Can the Air Force provide the proper mass numbers for the PK vehicle?

- Yes. Reference PK Stages on the PK Documents CD-ROM that will be made available the week of October 8th.

26. How much will the delay cost matrix account for in the evaluation?

- This is TBD for inclusion in the draft RFP.